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CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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50X1-HUM

COUNTRY USSR

REPORT

SUBJECT Industrial Plant and Tunnel
Construction in Simferopol

DATE DISTR. 13 May 1960

NO. PAGES 1

REFERENCES

50X1-HUM

DATE OF
INFO.PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

reports on Simferopol

- a. Tunnel construction in the southern part of Simferopol, opposite a brewery, a three-page report. the excavation was an extension of the brewery. 50X1-HUM
- b. Priborostroitelnyy Zavod, a seven-page report. The plant produced automatic fodder conveyors, valve grinders, and crankshaft aligners.

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STATE	X	ARMY	X	NAVY	X	AIR	15	NSA	X	FBI		NIC	X		
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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INFORMATION REPORT INFORMATION REPORT

CONFIDENTIAL

COUNTRY: USSR (Krymskaya oblast)

REPORT

50X1-HUM

SUBJECT: Tunnel Construction in
Simferopol

DATE OF INFO:

DATE ACQUIRED:

DATE OF REPORT: 7 April 1960

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TUNNEL CONSTRUCTION IN SIMFEROPOL

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1. Krymskaya ulitsa in the southern sector of Simferopol (designated as point No. 3 on sketch, page 3). At this point there was an approximately 30-meter ground elevation above the road. Occasionally at night during 1955 and 1956 land tremors
2. new dwellings (designated as point No. 4 on sketch, page 3) about 500 meters from the Simferopol dam, and between the road to Alushta and the Salgir River. There was a brewery (designated as point No. 2 on sketch, page 3) In front of the brewery there was a tunnel entrance (designated as point No. 1 on sketch, page 3) The approximately four-square-meter tunnel entrance could not be seen very well because there was an approximately two-meter-high fence along the road. the earth tremors

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[redacted] were probably caused by dynamite 50X1-HUM
explosions in the tunnel. These vibrations were noticed only at night. 50X1-HUM
[redacted] On numerous
mornings [redacted] trucks loaded with
dirt at the tunnel entrance [redacted]

[redacted] The destination of the trucks transporting the loose dirt was also
unknown. [redacted] this excavation
was an extension of the brewery. [redacted]

3. There was a dam (designated as point No. 5, on page 3) in the Salgir River [redacted]
[redacted] This dam which was inaugurated in
about 1954, was constructed for irrigation purposes because in spring and 50X1-HUM
summer the river was very low. [redacted]

4. [redacted] 50X1-HUM
[redacted] projected large hydro-electric
station (Simferopol Gres) [redacted]

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Shkolnaya ulitsa.

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BAIKA

Studencheskaya ulitsa

700 meters

Krasnaya ulitsa

3

2

UKRAINKA ul.

ALUSHTINSKOYE SHOSSE 2 km.

Botanicheskiy Sad

SALGIY REKA

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MARYENO + AUSHTA

4

3 km.

SIMFEROPOLSKOYE MOYE

5

7 km

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Sketch of
Southwestern Section
of Simferopol
(not to scale)

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COUNTRY: USSR (Krymskaya oblast)
SUBJECT: Priborostroitelnyy Zavod,
Simferopol

REPORT

DATE OF

DATE AC

DATE OF REPORT: 7 April 1960

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PRIBOROSTROITELNYY ZAVOD, SIMFEROPOL

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1. The Priborostroitelnyy Zavod which manufactured agricultural and industrial equipment, was subordinate to the Ministry of Agriculture.

The plant was located at the end of Lermontov street (no number) in an area opposite the railroad station on the outskirts of Simferopol. The plant was situated in a rectangular area about 600 x 250 meters in dimension and surrounded by an approximately two-meter-high brick wall. There were no secret shops or underground installations.

Production

2. The plant manufactured the following items:

- a. Automatic fodder conveyors used in dairy farming. The concave rubber belts were approximately three meters long and 50 centimeters wide. The three-phase electric motor operating the conveyor belt consumed about 1.7 kilowatts. About 30 were manufactured daily for Soviet kolkhozy and sovkhozy.

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- b. Valve grinders of unknown trade mark and series number. They were about 70 x 35 x 10 centimeters in dimension. The electric motor consumed about 600 watts and operated at 1,500 revolutions per minute. The grinding wheel revolutions per minute were geared up to about 6,000. The sliding work head valve support was coupled to the grinding wheel. About 50 units were manufactured monthly. They were shipped to unidentified destinations in the USSR and exported to countries, such as China [redacted] etc. (see sketch, page 6).
- c. Crankshaft aligners. The aligner's triangular base was about 35 x 25 x 25 centimeters in dimension. The base and the sides were about 25 millimeters thick. Mounted on one side was a probe-like pointer containing a highly sensitive needle which measured crankshaft deformities and indicated them on a dial. The measuring element was installed at an unidentified plant. The unit had a triple triangle engraving on it which specified the maximum polish possible. About 15 units were manufactured monthly and shipped to unidentified places in the USSR.
- d. Military materiel was not manufactured or repaired at the plant.

Raw Materials

3. The following raw materials were used by the plant: iron bars and angles, steel wiring for welding electrodes, steel bars, steel sheets about 25 or 30 millimeters wide, bronze bars, rough cast iron pieces, conveyor flywheels, and wheels, valve grinder bodies, bearings, electric motors, switches, cables, and other accessories of this type used in the manufacture of machinery. Other materials were unfinished wood for making crates, oils, greases, paints, bottles of oxygen for welding, grain alcohol, and motor shellac. [redacted]

[redacted] Raw materials arrived at the plant by truck.

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Utilities

4. The city water system supplied this factory. The city electrical system served the plant [redacted] The 6,000-volt current was converted to 380 for machinery and 220 for lighting by the two parallel 280-kilowatt plant transformers. Plant consumption per hour was about 500 kilowatts.

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Shipments and Storage

5. Wooden crates were used for packing. Before crating, the polished surfaces were greased and wrapped in waterproof paper. [redacted]

[redacted] Transportation between the plant and the railroad station was effected by light plant trucks. The interior plant area had asphalt paved roads

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which served all of the buildings. There were no railroad spurs within the plant area. The plant had one warehouse (designated as point No. 10, page 7).

Working Conditions

6. The 46-hour work week included five eight-hour days and one six-hour day (Saturday). Vacations were taken throughout the year. Personnel who had worked at the plant for less than two years received 12 work days annual leave, and those who had worked for more than two years received 14 days. The master technicians, engineers, sub-directors, directors, and administrative employees received 21 work days. The average worker's wages were from about 900 to 1,000 rubles monthly. Administrative employees received about 700 rubles monthly. The plant sanitary conditions were good, and there were no unwholesome or injurious jobs, and the shops were inspected yearly. Workers were given a yearly medical check-up and there was a first aid room attended by a nurse. No vaccinations were given.

Plant Security

7. The three unarmed guards were posted at the plant entrance. Personnel did not have a propusk but a tag which was dropped in a box upon entering the plant grounds. There were no firemen. Every building had fire-fighting equipment.

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Organization and Personnel

8. The plant employed about 1,000 persons including 50 administrative employees and common laborers. No foreigners, convicts or prisoners worked at the plant.

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9. The plant director supervised the work performed by the safety inspector, the chief of the finance section, the chief engineer, the chief of the personnel section, and the technical control (OTK) chief.

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Plant Layout

10. The following legend to layout sketch identifies numerical designations on sketch, page 7 :

- 1) Carpentry shop. This shop produced crates for plant products and also attended to the plant's carpentry needs. This was a one-story barracks type structure about 80 meters square.

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- 2) Garage for six or seven light trucks used for transporting raw materials and products from the railroad station to the plant and vice versa. Two of the trucks were equipped with cranes which facilitated the loading and unloading procedures. This was a small one-story building.
- 3) Dwellings, outside the plant.
- 4) Wooded sector (mainly pine and birch).
- 5) Electro-mechanical repair shop No. 4. Here all electrical machinery were repaired. This was a one-story brick building about 30 x 10 meters in area dimension. Shop machinery consisted of two lathes, one milling machine, one planer, three very modern Soviet drilling machines, several grinders, and hand tools. About 35 employees worked on one shift.
- 5b) Transformers.
- 6) New shop, temporarily used as a paint shop, as a welding shop, and also as a products warehouse. In 1956, it contained no machinery. It was a one-story brick building about 50 x 15 meters in area dimension with a steel support roof without columns.
- 7) Athletic field for plant workers and employees.
- 8) Garden.
- 9) Assembly Shop No. 3. This was a one-story brick building about 20 x 7 meters in area dimension. Here valve grinders and crankshaft aligners or truers (sic), Wypryamitelnoye Vstroystvo, were assembled. These machines were painted, greased, and packed in the shop. Only the base of the crankshaft "truer" was manufactured at the shop. The steel sheet base was about 25 millimeters thick, 350 millimeters long, and 250 millimeters high. The interior surfaces were highly polished which was indicated by a triple triangle engraving. About 100 valve grinders and 25 or 30 crankshaft truers were manufactured monthly. The shop was equipped with a small drill and various hand tools. Four or five persons worked one shift. The crated products were transported by truck to the railroad station. The valve grinders were shipped to different unidentified places in the USSR and also to China [redacted] and other unidentified countries. The crankshaft finishers and reconditioners were shipped to an unidentified plant. 50X1-HUM
- 10) Plant warehouse, containing steel bars and sheets, spare parts and accessories for plant machinery, and motors and parts for valve grinders, etc. Occasionally small quantities of plant products were also stored there. It was a one-story brick building about 40 x 15 meters in area dimension.
- 11) Street, name unknown.

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- 12) Machine Shop No. 2. Here flywheels, rollers, screws, and parts comprising the conveyors were machined. Various parts comprising the valve grinders and the crankshaft production accessory were also machined in this shop. About 200 persons worked two shifts. Shop machinery consisted of approximately 12 or 14 different kinds of lathes, 12 or 14 milling machines, one machine for bending sheet metal, one guillotine shears, one polishing machine for flat surfaces, two cylinder polishing machines, three or four planers, two or three drills, and various hand tools. Cast parts such as valve grinder bodies and conveyor belt wheels and flywheels were processed by the shop workers. The foundry was located at an unidentified point outside the plant area. The machined parts were assembled in the buildings designated as points Nos. 6 and 9 above. This was a one-story brick building about 60 x 20 meters in area dimension.
- 13) Machine shop No. 1. This shop was engaged in the same type of work as were the shops designated as points 2 and 12 above. The size, number of workers, work shifts, machinery, etc. were the same as those of machine shop No. 2. It also contained the office of the plant's chief engineer.
- 14) Small building. The personnel section and the director's office were on the first floor, and the office of the finance section chief and finance offices were on the second floor.
- 15) Building partially destroyed during the war, used for storing building materials.
- 16) Small building, guard house.
- 17) Plant personnel and vehicular entrance.
- 18) Personnel section entrance.
- 19) Dining room.
- 20) Dining room entrance
- 21) Lermontov Street.

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Comment: Note discrepancy between this production figure and that previously cited in paragraph 2c.

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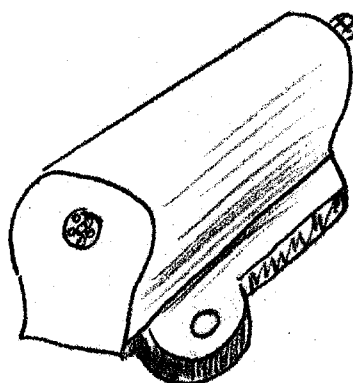
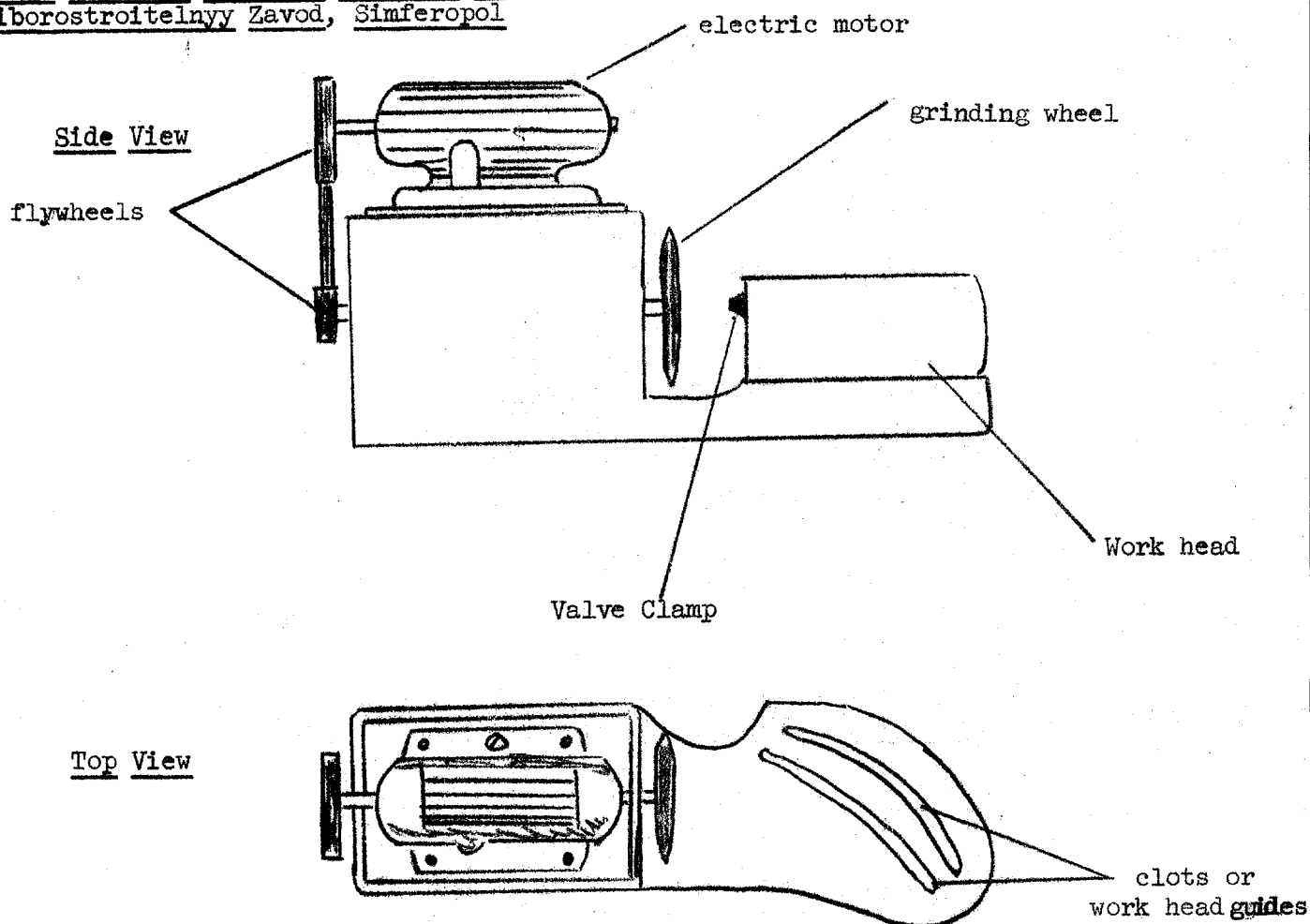
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Sketch of Valve Grinders Produced at
Priborostroitelnyy Zavod, Simferopol

-6-



Sketch of the work head.

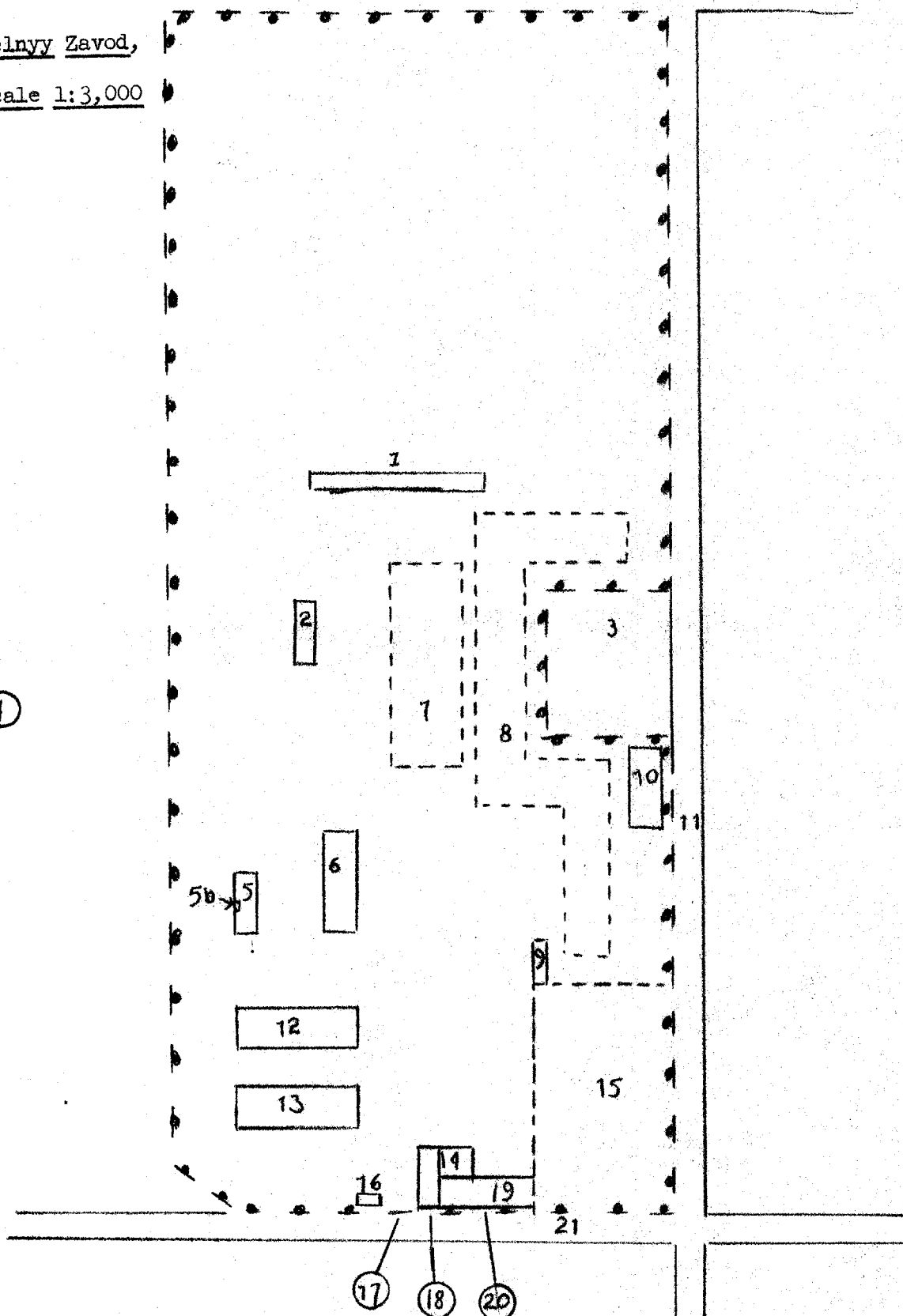
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Plant Layout,
Priboorostroitelnyy Zavod,
Simferopol
Approximate Scale 1:3,000

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